

Message Text

UNCLASSIFIED

PAGE 01 PARIS 12410 290137Z

73

ACTION EB-07

INFO OCT-01 EUR-12 ISO-00 CAB-05 CIAE-00 COME-00 DODE-00

DOT-00 INR-07 NSAE-00 FAA-00 L-03 PA-02 USIA-15

PRS-01 SP-02 EPA-04 /059 W

----- 050495

R 202032Z APR 76

FM AMEMBASSY PARIS

TO SECSTATE WASHDC 0330

INFO AMEMBASSY LONDON

FAA BRUSSELS

UNCLAS PARIS 12410

E.O. 11652: N/A

TAGS: EAIR, FR, UK, US

SUBJ: CIVAIR: CONCORDE

REF: STATE 97719

1. REFTEL WAS RESPONSIVE EMBASSY CONCERN OVER PRESS AND RADIO STORIES EARLY LAST WEEK REPORTING FAA HAD "PROHIBITED" CONCORDE COMMERCIAL SERVICE TO BOSTON AND PHILADELPHIA. REFTEL INFO MUCH APPRECIATED.

2. EMBASSY CONSEQUENTLY ISSUED FOLLOWING PRESS COMMUNIQUE VIA AFP ON APRIL 26 CORRECTING ABOVE STORIES: QUOTE:

THE FRENCH PRESS RECENTLY REPORTED THAT THE FEDERAL AVIATION ADMINISTRATION (FAA) HAD "PROHIBITED" CONCORDE SCHEDULED SERVICE TO BOSTON AND PHILADELPHIA, AND THIS WAS DEPICTED AS A "HARDENING" OF THE UNITED STATES POSITION. THIS INFORMATION IS INCORRECT.

THE FACTS ARE AS FOLLOWS: IN SUBMITTING TO THE FAA EARLY LAST YEAR ITS APPLICATION FOR AMENDMENT OF OPERATING SPECIFICATIONS TO PERMIT OPERATION OF
UNCLASSIFIED

UNCLASSIFIED

PAGE 02 PARIS 12410 290137Z

CONCORDE ON ITS ROUTES TO THE UNITED STATES, AIR FRANCE

INADVERTENTLY ALSO INCLUDED BOSTON AND PHILADELPHIA IN ADDITION TO WASHINGTON. CD AND NEW YORK AS CITIES IT PROPOSED TO SERVE IN SCHEDULES SERVICE. AIR FRANCE ITSELF QUICKLY CORRECTED THIS ERROR, LISTING BOSTON AND PHILADELPHIA ONLY AS AMONG THE ALTERNATE AIRPORTS TO WHICH CONCORDE FLIGHTS MIGHT BE DIVERTED IN CASE LANDINGS AT NEW YORK OR WASHINGTON WERE IMPOSSIBLE BECAUSE OF BAD WEATHER, FOR EXAMPLE. SINCE THERE CAN BE NO QUESTION OF THE FAA PROHIBITING WHAT AIR FRANCE DID NOT IN FACT REQUEST.

AIR FRANCE HAD ALSO REQUESTED AUTHORITY TO USE AIRPORTS AT BOSTON AND PHILADELPHIA AS REFUELING STOPS.

THIS THE FAA DID NOT APPROVE ON THE GROUNDS THAT CONCORDE FLIGHTS COULD BE DISPATCHED ONLY TO THE TWO CITIES WHICH HAD BEEN REQUESTED AND APPROVED FOR SCHEDULED SERVICE, NAMELY, WASHINGTON, DC AND NEW YORK. MOREOVER, THERE WOULD SEEM TO BE LITTLE PRACTICAL NEED FOR REFUELING STOPS AT POINTS SO CLOSE TO THE ULTIMATE DESTINATIONS. IN ORDER TO AVOID ANY MISUNDERSTANDING WHEN ISSUING THE AMENDMENT TO AIR FRANCE OPERATING SPECIFICATIONS EARLIER THIS MONTH, THE FAA DID NOTE THAT ITS AUTHORIZATION WAS VALID ONLY FOR SCHEDULED SERVICE TO WASHINGTON, DC AND NEW YORK AND OPERATION OF SCHEDULED SERVICE TO ANY OTHER AIRPORT IN THE UNITED STATES WOULD REQUIRE SEPARATE AUTHORIZATION. THIS POSITION HAS LONG BEEN KNOWN TO AND ACCEPTED BY THE FRENCH AND BRITISH AUTHORITIES, IT IS FULLY CONSISTENT WITH THE FEBRUARY 4 DECISION OF MR. COLEMAN, SECRETARY OF TRANSPORTATION.

THE REAL SIGNIFICANCE OF THE FAA ACTIONS, WHICH UNFORTUNATELY SEEMS NOT TO HAVE BEEN FULLY APPRECIATED BY THE PRESS, IS THAT IT COMPLETES FAVORABLY THE LONG PROCEDURE REQUIRED UNDER UNITED STATES LEGISLATION AND AND AIR FRANCE IS NOW IN POSSESSION OF FULL FEDERAL AUTHORIZATION TO COMMENCE CONCORDE SCHEDULED SERVICE TO THE UNITED STATES. UNQUOTE.

UNCLASSIFIED

UNCLASSIFIED

PAGE 03 PARIS 12410 290137Z

3. PRIOR TO RELEASE WE CLEARED TEXT INFORMALLY WITH PACE OF FAA BRUSSELS AND WITH MICHEL LAGORCE OF CONCORDE STAFF AT DGAC. BRUNEAU OF A CAVAILLE'S" STAFF SUBSEQUENTLY INFORMED US CORRECTION HAD INDEED BEEN CALLED FOR AND HE HAD NO TROUBLE WHATEVER WITH COMMUNIQUE.

4. ONLY PRESS REACTION OF WHICH WE ARE AWARE AS OF

APRIL 28 IS STRAIGHT STORY DRAWING ON COMMUNIQUE AND
WITHOUT ANY COMMENTARY APPEARING IN L'AUREOLE APRIL 28.

ESPECIALLY GALLING HAS BEEN ABSENCE OF ANY REFERENCE
TO COMMUNIQUE IN L'EONDE, WHICH HAS CARRIED STORY OF
BOSTON AND PHILADELPHIA "BAN" ON PAGE ONE AND WAS
PARTICULAR TARGET OF OUR COMMUNIQUE SINCE LE MONDE
STORY HAS DESCRIBE FAA ACTION AS REFLECTING "HARDENING" OF US POSITION.
RUSH

UNCLASSIFIED

NNN

Message Attributes

Automatic Decaptioning: X
Capture Date: 01 JAN 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: POLICIES, TEXT, CIVIL AVIATION, FLIGHT CLEARANCES, SUPERSONIC AIRCRAFT, CONCORDE, PRESS RELEASES, AMENDMENTS
Control Number: n/a
Copy: SINGLE
Draft Date: 20 APR 1976
Decaption Date: 01 JAN 1960
Decaption Note:
Disposition Action: n/a
Disposition Approved on Date:
Disposition Authority: n/a
Disposition Case Number: n/a
Disposition Comment:
Disposition Date: 01 JAN 1960
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1976PARIS12410
Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Film Number: D760163-1025
From: PARIS
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1976/newtext/t19760441/aaaabirl.tel
Line Count: 124
Locator: TEXT ON-LINE, ON MICROFILM
Office: ACTION EB
Original Classification: UNCLASSIFIED
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 3
Previous Channel Indicators: n/a
Previous Classification: n/a
Previous Handling Restrictions: n/a
Reference: 76 STATE 97719
Review Action: RELEASED, APPROVED
Review Authority: oatisao
Review Comment: n/a
Review Content Flags:
Review Date: 13 JUL 2004
Review Event:
Review Exemptions: n/a
Review History: RELEASED <13 JUL 2004 by SilvaL0>; APPROVED <22 SEP 2004 by oatisao>
Review Markings:

Margaret P. Grafeld
Declassified/Released
US Department of State
EO Systematic Review
04 MAY 2006

Review Media Identifier:
Review Referrals: n/a
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
Secure: OPEN
Status: NATIVE
Subject: CIVAIR: CONCORDE
TAGS: EAIR, FR, UK, US, AIR FRANCE, FAA
To: STATE
Type: TE
Markings: Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 04 MAY 2006